WAHIAWA
TRAFFIC CALMING CHARRETTE

HONOLULU, HAWAII

FINAL REPORT

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City and County of Honolulu

Department of Transportation Services

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This report was prepared for the Honolulu Department of Transportation Services by R. M Towill Corp. and Walkable Communities, Inc. For more information on details found in this report contact the DTS Traffic Calming Program, (808) 527-5016. Walkable Communities, Inc. provides a helpful website at www.walkable.org.

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INTRODUCTION

People speed and cut through neighborhoods for a variety of reasons. Most neighborhood streets built in the past fifty years are designed for high speeds (30-40 mph) even though they may be posted at a lower limit. Meanwhile appropriate speeds for typical local streets are 25 mph. Many of our land uses are scattered. This results in families making an average of 10 car trips daily. The volume of vehicles chokes and strangles traffic flow at intersections, then backs into neighborhoods as drivers take short cuts to avoid back-ups. Many motorists are late for events and try to make up the lost time. We (motorists) are all guilty of these practices.

This report provides guidance on reducing this unwanted and inappropriate driving behavior in the California Avenue and Glen Avenue portions of the Wahiawa community. Before entering into design of traffic calming features all neighborhood residents are asked to accept that the problems most often come from inside the neighborhood. Solutions must be developed by the "stakeholders." Residents and property owners, who have much to gain from working together, are the backbone of finding workable solutions.

Six Step Process

Step 1
Traffic calming the Wahiawa Neighborhood began with a partnership. Honolulu Department of Transportation Services staff met with Council member Rene Mansho and staff to identify an area of concern in her district.

Step 2
R.M. Towill staff collected traffic volume, speed and crash records to determine existing conditions. University of Hawaii Department of Urban and Regional Planning mapped traffic information using Geographic Information Systems (GIS).

Step 3
The Traffic Calming Team was oriented to the neighborhood through a walking audit and site inspection. Still and digital photos were taken, and a windshield audit of all principal streets in the neighborhood was conducted. The team took street width measurements, estimated block lengths, observed motorists' behaviors, interviewed pedestrians and other residents, and gathered available maps.

Step 4
The Wahiawa Neighborhood hosted a community traffic calming charrette on February 29, 2000 at the Leilehua High School. Neighborhood residents were presented with community photographs and given examples of traffic calming possibilities. Then the residents created a prioritized list of the traffic issues to be addressed. Finally, the neighbors worked in groups and marked suggested solutions on neighborhood maps.

Step 5
The engineering and traffic calming development team worked out a system solution to traffic speeding and volume, prepared conceptual engineering drawings for specific locations, and then selected tools for enhanced illustrations. The concepts were reviewed with Department of Transportation Services staff, and put into a form for public presentation.

Step 6
The Wahiawa neighborhood hosted a final workshop on April 12, 2000 at the Leilehua High School. Residents were shown a system map and conceptual drawings for the recommended traffic calming tools. Comments were received and are incorporated into this report. This final report provides the conceptual system map, and makes recommendations for implementation.